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DIRECTOR

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TOR: 17 AUG 1961 0559Z

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1. CAREFUL EVALUATION OF RECENT PROBLEMS ASSOCIATED WITH FLAP MALFUNCTIONS INDICATES THAT THE CAUSE MAY BE ASSOCIATED PRIMARILY WITH TURNAROUND SORTIES AND IS RESULTING FROM HEAVY ACCUMULATION OF MOISTURE DURING DESCENT AND LANDING FROM FIRST SORTIE WHICH FREEZES AFTER ARTICLE CLIMBS ABOVE FREEZING LEVEL ON NEXT SORTIE.

2. FLAPS WOULD NOT FUNCTION IN GUST POSITION ON ARTICLE 358 ON ARRIVAL ☐ IMMEDIATELY AFTER LANDING FLAPS STILL WOULD NOT OPERATE IN GUST, HOWEVER AFTER A BRIEF PERIOD OF TIME, OPERATION WAS NORMAL AND INSPECTION REVEALED A VERY HEAVY ACCUMULATION OF MOISTURE IN THE FLAP AREA.

3. ON FUTURE ☐ SORTIES THE EIGHT WING FLAP JACK SCREWS ON EACH FLAP SHOULD BE CAREFULLY INSPECTED AFTER LANDING AT ☐ AND THOROUGHLY DRIED WITH HOT BLOWN AIR IF AVAILABLE OR AT LEAST WIPED DOWN PRIOR TO TAKE OFF.

4. SIMILAR PRECAUTIONS WILL BE TAKEN ON ALL ☐ SORTIES

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DUE TO THE PRESENCE OF HIGH HUMIDITY.

5. THIS PROBLEM IS BELIEVED TO BE ASSOCIATED PRIMARILY WITH C MODEL ACFT BECAUSE THE FLAP DRIVES AT APPROX HALF THE SPEED AS ON THE A MODEL ACFT, IN THE GUST POSITION, HOWEVER THE SAME PRECAUTIONS SHOULD BE TAKEN WITH A MODEL ACFT TO MINIMIZE THE POSSIBILITY OF A FLAP MALFUNCTION ON TURN AROUND SORTIES.

END OF MESSAGE

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